

MAY 2021

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



ON THE COVER

Our cover photo was taken at a picnic at a park in eastern Kansas. The get-together was held on a beautiful sunny day in September 2019. The owner is unknown to the editor so if this is your car, email us and we will let everybody know next month. Members from the Mid America and Wheat State Chapters met for a combined outing and were joined by other chapter members from Nebraska and Oklahoma. It was a great time of food, fellowship, and Falcons. If you look beyond the cover car 1963 Convertible you will also notice an array of birds in the background.

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

To access the magazine, technical articles, and membership directory, use password FCA1979!

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered only digitally, it is essential that we have current email information for you to receive a link to each issue. Please be patient as we work out the kinks of this new delivery method. The link on the website at falconclub.com which is password protected will continue to be available. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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Jim Guthrie
FCA President

We are about 10 weeks away from our long awaited, long anticipated National Meet in Irving, Texas. If you haven't registered or made your hotel reservations, I encourage you to do so soon. Time is running out.

I want to thank all of the members who have phoned, e-mailed, or otherwise shared their views about the importance to them of the National Falcon News magazine. To say that you miss having it available in hard copy would be an understatement.

I am pleased to report that the Board of Directors has agreed to resume publication of the magazine as a quarterly with the first issue out in July. It will again be 32 pages with more emphasis on our cars and technical information. Scheduled publication will be July, October, January, and April. Each issue will partly recap the two preceding monthly issues which will continue to be offered on the website each month. I must remind you that the success of the magazine is dependent in part on content. I encourage all of you to submit articles on meets, photos, technical information, all things Falcon and Ranchero. Hopefully, we'll have some regional meets before long.

During this year's business meeting in Texas, the Board will be presenting amendments to the by-laws. They will propose a requirement to include Light Modified vehicles in the Awards classes, and propose structural changes in the composition and function of the Board of Directors. They will appear in the June issue of the magazine and be prominently displayed on the website in the next week or so. Please watch for them and let me know what your thoughts are.

I hope to see you in Irving in July. Until then, be safe and healthy, and get out in those Falcons and Rancheros, and take the kids or grandkids along for the ride.

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OFFICER POSITIONS

Election of Officers takes place at the General Membership Meeting, held on Saturday of the National Falcon Meet each year. This year, that will be on July 10, 2021 in Irving, Texas. The positions that are nominated and voted on at that time are President and Vice-President. There is also normally one Board of Directors member that is open each year for a five year term. In 2021 we will have two Board member positions available. Due to the fact that the 2020 National Meet had to be canceled, the member whose term was ending, Richard Harrington, agreed to stay on for an additional year at the request of all officers. One position would be for the remaining four years of the 2020 term and one position for a five-year term. We would like you to think about and consider if one of these positions would be of interest to you or someone you know.

The Recording Secretary is currently vacant. Wally Tirado, our Internet Director, has also indicated that he will step down at the end of July. If you are interested in either of these positions, please contact one of the officers to discuss the position.

The description of the duties of these positions is as follows (taken from the FCA By-Laws):

4.5 Duties, Responsibilities and Powers of the President, Vice President, Recording Secretary are as follows and as set forth in more detail in the Officer and Director Handbook:

4.5.1 President

4.5.1.1 General charge and supervision of the activities of the FCA.

4.5.1.2 Improvement of the FCA through increased publicity, activities and status.

4.5.1.3 Coordination of the FCA functions with other clubs.

4.5.1.4 Promote FCA social activities.

4.1.5 Chair Officers' meetings and Business meetings.

4.5.2 Vice-President

4.5.2.1 Serve as an alternate for the President in the President's absence.

4.5.2.2 Assist in implementing FCA policy.

4.5.2.3 Chair special committees as appointed by the Board.

4.5.3 Recording Secretary

4.5.3.1 Prepare minutes of the FCA Business meeting.

4.5.3.2 Prepare minutes of the FCA Officers' meeting.

4.5.3.3 Maintain FCA Officer and Director Handbook and FCA records, other than those maintained by the Treasurer.

4.5.3.4 Prepare FCA correspondence as requested by FCA President or Board.

4.7 The Duties, Responsibilities and Powers of the FCA Board of Directors are as follows:

4.7.1 Manage the activities and affairs of the FCA and resolve FCA issues brought to its attention by the President or Vice President.

4.7.2 Hold annual, regular or special meetings. (Skype meetings are held monthly)

4.7.2.1 Plan and conduct annual meeting at the National Meet.

4.7.2.2 Ensure a quorum of a majority of Directors then in office is in attendance for conducting FCA business.

4.7.2.3 Select a chair and secretary for each meeting. The chair and secretary may be the same person.

4.7.2.4 President and Vice President shall attend Board meetings if they are available, but shall not be entitled to vote.

4.7.2.5 May conduct a Directors only meeting.

4.7.3 Grant or assign additional duties, responsibilities and powers to the elected, appointed and volunteer officers. These duties, responsibilities and powers may be enumerated in the Officer and Director Handbook.

4.7.4 Approve the terms and the form of contracts to be entered into by the FCA and contractors.

FORD MOTOR COMPANY'S TOTAL PERFORMANCE CAMPAIGN

AND OTHER HISTORICAL EVENTS IN FORD RACING



Peter Brock is pictured with five of the six Daytona Cobra Coupes. One of Brock's most famous designs, the Cobra Daytona Coupe allowed the Shelby team to win the World Championship for GT cars in 1965.

Photo Credit: Jonathan Sharp

Ford's Total Performance global advertising and public relations program of the 1960s was a campaign aimed to succeed in a variety of motor-sport venues. Lee Iacocca convinced then Chairman Henry Ford II to initiate Total Performance, a risky move to capture this new market of car buyers. It was probably the most ambitious effort in the '60s to connect American automobile manufacturers to motorsports and competition. They gambled that the added benefit would be the interest it would generate for Ford's mainstream vehicles.

Ford realized that baby boomers were coming into buying age and had an interest in high performance and racing cars. To take advantage of that interest and make it translate to their other line of automobiles, Ford began competing in the most prestigious races around the world. Ford competed in everything from Top Fuel to Super Stock, was a player in Factory Experimental, and was there at the birth of the Funny Car revolution.

Total Performance was far more than just a slogan or advertising spiel. It was a commitment from president Henry Ford II down. Ford Motor Company would develop what it took—cars, engines, teams—to win. Lee Iacocca, Carroll Shelby, Bill Gay, Colin Chapman, Keith Duckworth and Mike Costin, Don Frey, and hundreds more executed a masterful assault on Indy, NASCAR, Formula 1, Trans-Am, endurance racing, the quarter mile, and others. They were successful, and in several cases, dominating, in all of them. They won World Championships in both Grand Prix racing and Sports Car World racing. Ford-powered cars also won the Indianapolis 500, Daytona 500, off-road and drag racing events, and other International rallies. Le Mans. Daytona. Sebring—name a world-class endurance or sports-car race, and Ford won them all during the 1960s. Not just in the big-bore class, but, thanks to Carroll Shelby's Cobras, in the GT ranks, too. These were the golden years that established the Ford GT40 and MkIV as sports-car racing powerhouses.



Allen Grant and George Lucas take a victory lap in the Coventry Motors 289 Cobra CSX2128.



Bob Bondurant drives a Shelby Cobra Daytona Coupe to victory at Reims, France on July 4, 1965 to win an American manufacturer's only World Championship.

Ford vehicles won 30 Grand National series races in 1964 and 1965 was an even better year, with Fords taking 48 of the 55 contests in NASCAR's top category. From 1964 through 1967, Ford won 98 Grand National events to Chevy's seven. David Pearson won back-to-back NASCAR championships in 1968 and 1969.

Legends were born during this era, Jimmy Clark won the Indy 500 in 1965 with Ford power, Carroll Shelby developed the Cobra, Sneaky Pete Robinson and others were running Cammer engines in Top Fuel and winning while setting new records. Peter Brock, pictured on page 6, designed the famous Cobra Daytona Coupe which was instrumental in Ford's 1965 World Sports Car Championship. He also was a part of design teams of other significant race cars and passenger cars, including the team that designed the first series Corvette Stingray.

Ford Australia entered Falcons in events like the East African Safari, the Monte Carlo Rally, and the London to Sydney Marathon. In the 1964 Monte Carlo, Falcons finished second outright against some of the world's best cars and drivers at that time. Ford's entry into big-time international rallying in Falcons first occurred in the 1962 Safari when a total of five Falcons were entered. Steve Holmes, the author of "Historic New Zealand Racing Cars," published in 2019 says, "the Falcon Sprint has an interesting competition pedigree." "The Falcon Sprint was first selected to contest European endurance rallying events. Holman-Moody, who had major involvement in Ford's other racing programs, built a fleet of Falcon Rallye Sprints to contest the 1963 Monte Carlo Rally. The cars were sent to Alan Mann Racing in England, Ford's Great Britain competition team, who organised and oversaw the project. In late 1963, Ford launched the new second-generation 1964 Falcon, sporting much sharper styling, and highlighted by bold bullet-shaped accenting that ran the length of the car along the bodywork flanks. In a new set of homologation papers submitted to the FIA, Ford listed the vehicle weight at just 980 kilograms with body panels as being of 'mixed construction,' and including bonnet, boot lid, doors, and front and rear mudguards made



Sparked by the Total Performance campaign, kits emerged encouraging you to enhance your own Ford vehicle.

from fibreglass or aluminium. Remarkably, the FIA approved Ford's submission, and the 1964 Falcon Sprint was homologated at an impossibly low 980 kilograms."

Ford America saw that these Falcons possessed potential as rally cars. These eight Falcon Rallye Sprints, the V-8 version of the two-door coupe were fitted with fiberglass boots, bonnets, doors and mudguards, saving 250kg. In addition, alloy bumper bars and, apart from windshields, all glass was replaced with Lexan. Holman and Moody massaged the 289 cubic inch V-8s, taking them up from 4.2 to 4.7 litres. They added four-barrel carburetors for maximum power, while a T10 four-speed gearbox replaced the old three-speed which was mated to a nine-inch rear axle. There were big disc brakes fitted at the front and larger drums at the rear.

In the standard manufacturing lines, Ford Fairlane, Ford Falcon, and Ford Galaxie were all stylistically modified in line with the performance image in the 1960s and given squared-off, more aggressive looks. The Ford 427 engine was available in special versions of the Galaxie and Fairlane. The Fairlane version was known as the Ford Thunderbolt. The Thunderbolt was a drag racing only car built by Ford that weighed in around 3,000 pounds and was capable of running from mid-eight to low nine-second quarter miles with modern

Falcon proves it's America's toughest compact in the rugged Monte Carlo Rallye!



Mountain Alps were full of empty voids like this "sheep" turn at the start of the fourth special section. There is no margin for error.

Falcon entered two classes in Europe's 2,700-mile winter ordeal, won them both...and finished second overall out of 299 cars. That's durability!

In the Rallye's five special Alpine sections, Falcon was first overall in four, tied for first in one. That's readability!

In the Rallye's final test around the Monte Carlo racing course, Falcons were first and second. That's maneuverability!

There were 299 cars on hand for the start of the 33rd Monte Carlo Rallye. Some 2,700 miles and 3 1/2 days later, only 163 were still in the rally when the field struggled into Monaco—but they included all eight of the specially prepared Falcons that originally started!

This eight-out-of-eight record was perhaps more remarkable than the fact that, despite a handicap favoring the smallest cars, a Falcon captured second overall. One car can have luck...but eight have to have total performance.

The final results in the Monte Carlo

Rallye gave Falcon 2nd place overall, 1st in Class 8 of the Touring category, 1st and 2nd in Class 5 of the much tougher Grand Touring category, 1st and 2nd in the final three-lap test on the Monte Carlo circuit. But Falcon got a lot more than that: from these specially equipped cars it got invaluable experience in how to build a car better, make it tougher, sharpen up its total performance. That's the real reason Ford is interested in open competition—and why Ford-built cars have got so much more to show drivers.

TRY TOTAL PERFORMANCE
FOR A CHANGE!

FORD

Falcon • Fairlane • Ford • Thunderbird

WINNER OF THE MOTOR TREND
"CAR OF THE YEAR" AWARD

IMPORTED BY FORD MOTOR CREDIT

MOTOR TREND/APRIL 1964 13



A Falcon storms uphill on the twisting Grand Prix circuit in Monte Carlo.



Snow was a lot surer footing than the ever-present glare ice. Here practice run tests Falcon traction.

tires. Versions of the Ford GT40 were built and sold for roadgoing use, and in kit car form they continue to be produced. Modern cars like the Ford GT and Shelby GT500 are said to be the heirs to 1960s performance machines.

While Total Performance was a dramatic effort, Ford's racing efforts were not new. Ford had drawn crowds to race tracks from the dawn of automobiles, not just during this special public relations surge. Henry Ford was actively involved in auto racing from 1901 to 1913. His motive for entering a 1901 race was to promote his name and reputation, as a means of attracting investors for a new auto manufacturing company. For a time he also was in it to make money, and after Ford Motor Company was founded in 1903, he used racing successes to advertise the attributes of his production vehicles.

While making some impact, the Total Performance strategy was obsolete by the early 1970s. The increase in sales was mostly tied to the sale of muscle cars. One benefit ended up being how engineers used racing to improve cars and make them more efficient and safer. Fuel economy, emissions cleanliness, and lower automobile insurance costs were overriding consumer demands and the decision was made to de-emphasize performance.



Henry Ford and driver Barney Oldfield posing with the legendary 999 race car. Oldfield drove the car to victory in the five-mile Manufacturers' Challenge Cup on October. 25, 1902, in Grosse Pointe, Michigan. Oldfield, a former bicycle racer, had never driven an automobile until a week before the race. Yet his daring driving and the 999's massive four cylinder, 1156 cubic-inch displacement, eighty-horsepower engine combined for an easy win over the heavily-favored Alexander Winton and three other cars. Photo Credit: myautoworld.com

SWAP MEET 2021

MDFC Vice President Gordon Leslie, sends along a message of hope for all gear heads everywhere.

"Man-oh-man, what a way to get back to a swap meet—41 rows of vendors and a few thousand cars for sale! It's coming back guys. There were quite a few Falcons in attendance as well."



WALL TO WALL FALCON PARTS

BY MIKE RYAN

Russ Wall is well on his way to cornering the market on Ford Falcon, (Comet and Ranchero) parts. He operates his "Wall To Wall" Falcon parts business out of his Azusa, California warehouse and it's packed with just about everything Falcon new and used. He started Wall to Wall Falcon Parts in 2000.

Russ, his former wife and Bob Beck were instrumental in establishing the Southern California Falcon Club. When he started collecting Falcon parts, Russ was in the right place and time to buy out the inventory of the soon to close "Highway Classic Parts" in San Dimas, California. Russ also bought out Larry's Falcon inventory of '64s and '65s in Pomona, California. He also picked up additional related inventory from CW Moss' two shops in California.

Russ has an unusual relationship with a factory in Taiwan which he advises on Falcon parts that he feels need manufacturing. This connection allows Russ to get great deals on custom parts, which he passes onto his customers. Russ now carries Falcon parts from fifteen different companies and sells parts worldwide. He frequently gets inquiries from far away as Australia, New Zealand and France.



Some of the Falcon parts Wall to Wall carries include: a large inventory of front and rear bumpers and Russ has a “guy” who will straighten and re-chrome them for \$220 each, and he is contracted with another “guy” who can take front grilles, straighten them out and anodize them back to near perfect condition. Russ has about thirty of each grille from ‘61, ‘62, ‘63, ‘64 and ‘65 Falcons.

Russ stocks hundreds of hoods, trunks, doors etc. I even saw a full length Falcon station wagon roof in excellent condition. If you want brand new body parts, Russ is a dealer for Dynacorn sheet metal for the Falcon family.



Russ has “Export” braces for the Falcon shock tower. They come in black (\$80) and chrome (\$110). He also has Monte Carlo bars and lower cross members for stiffer car bodies.

While interviewing Russ he answered questions from customers and was happy to give advice to potential customers; “take a picture of your carb and send it to me and I’ll find the part you’ll need.” Another caller asked Russ if he wanted to buy 14-inch rims with four lugs (‘65 Falcon)? Russ said “I’ll take every one of them.” Russ says he gets calls like these all day long.

His most unusual call—someone asked for parts for an El Ranchero! Another customer asked about parts for his two-door Ventura. He must have meant his Futura? One guy even asked about doing a body-off restoration for his ‘65 Falcon.

Once a customer had the nerve to ask Russ to put his ‘65 Falcon back together. He had stripped everything off his car, painted it and then had no idea how to put it all back together again. Russ told him he couldn’t and wouldn’t do that. In a few days the naked car showed up on rolling dollies in Russ’ driveway. Later, Russ enlisted a sub-contractor to reassemble the project.

I asked Russ for his header choice: "The popular ones right now are Sanderson's Shorty Headers." I bought a passenger side mirror brand new for \$30.

Having grown up near Bakersfield, California, I love air conditioning and asked Russ about an A/C system for my Falcon. He says they are available but rare. As I complete my new brakes with the Mini Power Brake booster, purchased from Russ, I was reassured to hear him agree with me about "safety over originality" and he feels upgrading a Falcon increases its value over keeping it stock.

We talked about how deep financially I wanted to invest in my car. Russ explained that it's not unusual for people to spend over \$80,000 and yet it's rare find a restored Falcon for sale over \$30,000. However, a 1965 289 four-speed Ranchero, with 5,000 verified original miles on it, recently sold on Bring-A-Trailer for \$92,000. Russ remembers at least 20 customers spending close to \$10K over the years, from him, on Falcon parts.

I asked Russ if he wanted me to push any parts and he said, for the readers of this article, he has a great deal on '65 Falcon V-8 manual steering parts.

Wall to Wall Falcon parts is open 8 AM to 8 PM except Sunday and Tuesday, because Russ likes to go to movies (me too) and Tuesday is his "date day" and movies are traditionally cheaper on Tuesdays.

P.S. Russ, like our beloved Falcons, is old school and doesn't do email. You can call, or text him, at 626-969-8157.

—Mike Ryan, '64 Falcon

AUTOMOTIVE WEIRDNESS

BY LAWRENCE SHO VAN

Attached is a collection of automotive “weirdness” that I find interesting. It goes to show you that with a little unbridled imagination human beings can ruin anything.



For any of you that may have an old Edsel lying around in storage, here's a way to repurpose it into a more "useful" configuration.



Can you recognize the “base” model from which some of these little beauties started?



JUST THE FACTS: 1963 FALCONS

new
'63
FALCON

Fun is what's new in Falcon...

LOOK! THE NEW FALCON CONVERTIBLE— This lively new Falcon comes with power-operated top and 170 Special engine as standard equipment. Choice of Sports Convertible (below) with deep-foam bucket seats and console in between, or a Convertible with foam-padded bench seats.

NEW STYLE! LIVELY NEW FALCON FUTURA SPORTS SEDAN. Bucket seats, console, carpeting and Thunderbird-style roofline. Available with sizzling 170 Special Six and 4-speed floor shift.

the all-time economy champ!

NEW TWICE-A-YEAR MAINTENANCE*, FAMOUS FALCON GASECONOMY. Falcon now goes 36,000 miles between major chassis lubrications ... 6,000 miles between oil changes and minor lubrications. Self-adjusting brakes. Traditional award-winning gas economy ... low, low Falcon price!

NEW FUN! FALCON SQUIRE WAGON. Most luxurious compact wagon. Over 7 ft. of usable loadspace ... power-operated tailgate window, standard ... optional bucket seats and console.

NEW FEATURES! BUCKET SEATS, PERSONAL CONSOLE, FOUR-SPEED FLOOR SHIFT. Falcon options include deep-foam bucket seats, handy personal console, carpeting, peppy 170 Special Six and choice of 3 transmissions, including a 4-speed floor shift.

PRODUCTS OF MOTOR COMPANY
*Excludes Falcon Bus and Club Wagons

FALCON • FAIRLANE • GALAXIE • THUNDERBIRD

Have you ever wondered what part of your 1963 Falcon was standard and what was optional. How about how much a new model would have cost you in 1963? Some of the advertising “buzzwords” are a bit humorous now as we look back in time. Here is the information taken from the original “Buyer’s Digest of New Car Facts for 1963,” the original Ford book for the car buyer who wants all the facts before making a purchasing decision. We hope you enjoy looking back 58 years into the details of these Falcons and the words used to describe the “newness” of things we take for granted in 2021.

MODELS AVAILABLE IN 1963

Sedan | Futura | Futura Hardtop | Futura Convertible | Sprint
Station Wagon | Sedan Delivery | Ranchero | Econoline Van | Econoline Pickup
Station Bus | Club Wagon | Deluxe Club Wagon

SEDANS

Three hardtops and three convertibles graced the offerings of the 1963 Sedan line. The two-door sedan was the lowest price offering at \$1,985, which was actually \$116 below the 1962 sedan’s price. The four-door option was priced at \$2,047. Options included bucket seats, four-speed stick and a Challenger V-8 engine.

The Deluxe Package was an inexpensive way to add more style and convenience. With this package, a two-door sedan was offered at \$2,022 and the four-door at \$2,084.



STANDARD EQUIPMENT HIGHLIGHTS

85 hp Falcon Six engine
Three-speed manual transmission
Self-adjusting brakes
Full-flow oil filter
36,000 mile fuel filter
36,000 mile or two-year coolant-antifreeze
Fully aluminized muffler
Galvanized main underbody members
Bright-metal windshield and rear window moldings
Parallel action electric windshield wipers
Two each: horns, sun visors, front arm rests
White vinyl headlining
Foam-cushioned front seat
Color-keyed steering wheel
Turn signals
Fresh air heater-defroster

DELUXE TRIM FEATURES

Smart chrome moldings
Sculptured fender-top ornaments
Three upholstery selections
Rear arm rests and ash trays
Cigarette lighter
Chrome horn ring
Automatic dome light

SEDAN BASIC SPECIFICATIONS

Overall length 181.1"
Overall width 70.6"
Overall height 54.5"
Wheelbase 109.5"
Curb weight (approximately)
two-door 2,409 lb; four-door 2,446 lb.
Trunk volume 23.7 cu. ft.



1963 Oxford Blue four-door Falcon sedan with Deluxe Package

Ford advertising claimed these cars would go 36,000 miles between major chassis lubrications and 6,000 miles between oil changes. It also touted galvanized underbody members and aluminized mufflers would make the cars last longer. "Falcon boasts a barrel of room for six, bag and baggage. More savings: electric windshield wipers, foam-cushioned front seats and a fresh air heater-defroster are conveniences included in the original low price."

FUTURA SEDANS

Futura models introduced luxury in the low-cost compact field. These models were designed for those who wanted "something extra" but didn't want to pay a king's ransom to get it. The four-door Futura Sedan listed at \$2,165 and the two-door Futura Sedan at \$2,116.



Deluxe interiors offered gold, blue, or red nylon and vinyl trims. Steering wheels were color-keyed with a chrome horn ring.

Futura philosophy was simple and sensible. Start with the standard Falcon, include all its advantages, then add extra value, extra comfort, and extra conveniences.

Futura Standard interiors were pleasingly plush. They offered foam cushioning up front, carpeting, vinyl headlining, and a choice of five nylon and vinyl trims.

FUTURA HARDTOPS

Made for more light-hearted drivers, the Futura Hardtop was made to seat six luxuriously. It offered

glamour and economy at \$2,198. The Sports Coupe gave customers what they'd been clamoring for—bucket seats with a center console. The back seat was styled as a three-passenger bucket-styled seat. All this for only \$2,318. Futura two-door Hardtop with bench seat (63B) could be yours in 1963 for \$2,198. If you wanted the two-door bucket seat version, it would cost you \$2,237.



Rangoon Red Futura two-door Sedan



STANDARD EQUIPMENT HIGHLIGHTS

Futura Basic Specs same as Falcon Sedan
Special Futura moldings and trim
Bright-metal side window frames
Choice of five interior trims
Foam-cushioned front seats
Color-keyed carpet, front and rear
Rear arm rests and ash tray
Futura wheel covers
PLUS Standard Equipment and Deluxe Trim
Trunk volume 23.7 cu. ft.

FUTURA COLOR SELECTIONS

Raven Black, Corinthian White, Rangoon Red, Castilian Gold, Glacier Blue, Viking Blue, Oxford Blue, Ming Green, Silver Moss, Sandshell Beige, Rose Beige, Heritage Burgundy.



Corinthian White Futura Hardtop. Below: Sandshell Beige Futura Sports Coupe with a Champagne interior.



FUTURA CONVERTIBLES

Soft-top lovers had been asking for this one—and Ford delivered—a beautiful, brand-new Futura Convertible. A neat-stowing automatic top opened new vistas of Falcon frolicking—and on a budget to boot, at \$2,470. This was for the body code 76A, the bench option. The bucket seat body code 76B cost \$2,591.

These were no “do-it-yourself” models, either. Tops were automatic and they snugged down almost flat when folded. Available were five interiors upholstered in bright vinyl. The Futura Convertible was designed for top-down fun at a down-to-earth price. Falcon’s 170 Six 101 hp was standard with a Challenger V-8 also available.

FUTURA CONVERTIBLE STD. EQUIPMENT HIGHLIGHTS

- Choice of five all-vinyl interior trims
- Bucket front seats with center console
(standard on Sports Convertible only)
- Electric-hydraulic power-operated top
- Three-ply vinyl-coated top in white, blue or black
- Safety-yoke door locks
- “Floating” rearview mirror
- Plus Futura standard features on preceding page

BASIC SPECIFICATIONS

- Overall length 181.1”
- Overall width 70.6”
- Overall height 53.8”
- Wheelbase 109.5”
- Curb weight (approx.) Convertible 2,754 lb.; Sports Convertible 2,792 lb.; Sprint Convertible 3,080 lb.
- Trunk volume 18.7 cu. ft.



Sporty Futura Convertible in Raven Black



Corinthian White Futura Convertible

CAR SELECTOR

Colors

A Raven Black	D Pacific Green	Z Fieldstone Tan
M Corinthian White	N Diamond Blue	E Cascade Green
J Regoon Red	H Cusplan Blue	T Sandshell Beige
I Champagne	W Rose Beige	L Holly Green
V Academy Blue	Q Green Myrt	Y Glacier Blue
G Silver Mist	O Ming Green	V Chestnut
K Chalklike Blue	N Deep Sea Blue	R Tucson Yellow
H Oxford Blue	E Caribbean Turquoise	L Sahara Desert
E Acapulco Blue	K Driftwood	X Heritage Burgundy
E Viking Blue	P Silver Moss	

TWO TONE COLOR COMBINATIONS...

All '63 Ford models, except convertibles, Squires and Falcon hardtops, are available with optional Two Tone color combinations. In general, the second color is white and it appears on the roof, while the lower portion of the car is painted with one of several of the darker colors shown at right. For information on other color arrangements, see your Ford Dealer.

A NOTE ON FORD COLORS AND UPHOLSTERIES

... Ford's finish is called "Diamond Lustre" ... and with good reason. It keeps its deep-down brilliance longer. It has a stubborn resistance to chips and stains. And it never needs waxing. Just wash it and, if necessary, remove corrosive substances with a good grade of polish-cleaner. That's all you need do. Here's how it's applied to Ford cars: First the body is thoroughly conditioned with a 6-step cleansing and rust-resisting process. Next a double coat of epoxy-resin primer is applied and baked into the steel. Then the car receives two coats of Diamond Lustre Enamel in dustfree, pressurized booths. Finally, the enamel is "baked in" in special ovens to form the high-gloss, hard-surface finish that Fords are noted for.

And what about the Ford interiors? How good are they? They're so good that they set the standard for the entire automotive industry. That's what the textile manufacturers say.

To reach this level of quality, Ford has established the most completely equipped Textile Laboratory in the automobile business. There, before any material is considered for Ford cars, it's subjected to every suitable torture the engineers can devise. It's stretched, soaked, scorched, shredded, soiled, scrubbed and scrutinized. Only the best survive. Only the survivors go into Fords.

1963 FALCON UPHOLSTERY

SEDANS

Vinyl & Cloth
AMJYEDPTX

SEDANS—
OPTIONAL TRIM

Vinyl & Cloth
MYH

FALCON WAGON

All-Vinyl
AMJYEDPTX

STATION BUS

All-Vinyl
AMJYVBLTK

FUTURA SEDANS

Vinyl & Cloth
AMD

Vinyl & Cloth
AMJH

Vinyl & Cloth
HPTX

Vinyl & Cloth
AMJHPTX

CLUB WAGON

Plastic & Vinyl
AMJYVBLTK

FUTURA HARDTOP
& CONVERTIBLE¹

All-Vinyl
AMJHPTX

All-Vinyl
MYH

All-Vinyl
AMD

All-Vinyl
AMJH

DELUXE WAGON AND SQUIRE

All-Vinyl
MYH

All-Vinyl
AMJH

Vinyl & Cloth
AMJYEDPTX

All-Vinyl
AMJYEDPTX

SPORTS COUPE AND CONVERTIBLE
SPRINT HARDTOP AND CONVERTIBLE

All-Vinyl²
AMJHPTX

All-Vinyl²
MYH

All-Vinyl²
AMJH

All-Vinyl²
AMJHPTX

All-Vinyl
AMD

DELUXE CLUB WAGON

All-Vinyl
E

¹ Also optional at extra cost for Futura Sedans
² Also optional at extra cost for Falcon Squire
³ Not available on Squire

SPRINTS

Imagine Falcon size with its standard 164 horsepower V-8 surge. Then add such goodies as wire wheel covers, bucket seats, and a tachometer. It all adds up to a real trail-blazer—the Falcon Sprint.

There's unique performance "sound" too, with a special, throaty muffler and a 390 Police "power hum" air cleaner. And every Sprint had bucket front seats, a tachometer, chromed dress-up accessories on the engine, and wire wheel covers. Two models were available—hard-top or soft top. Compact performance fans never had it so good.

Sprint two-door Hardtop with bucket seats (63C) was priced at \$2,603 and the Sprint Convertible with bucket seats (76B) went for \$2,837.

SPRINT STANDARD EQUIPMENT

Futura Equipment plus—
164-hp Challenger 260 V-8
Special Sprint moldings and trim
Simulated wire wheel covers
Bright metal rocker panel molding
Tachometer
Chrome dress-up for engine
Simulated wood-grained steering wheel
Unique muffler and air cleaner

BASIC SPECIFICATIONS

Convertible differs from Hardtop as follows:
Over-all Height 53.2"
Curb Weight (approx.) 2,875 lb.
Trunk Volume – 25.9 cu. ft.

SPRINT COLORS

Raven Black, Corinthian White, Rangoon Red, Castilian Gold. Glacier Blue. Viking Blue. Oxford Blue. Ming Green. Silver Moss, Sandshell Beige, Rose Beige, Heritage Burgundy



Silver Moss Sprint Hardtop



Rangoon Red Sprint Convertible, the ultimate in compact liveliness.

WAGONS

Falcon wagons had “the happy knack of looking as if they belonged. Squirring the kids around town, parked off the trail by a campfire or trout stream, hub deep in mud or sand doing the chores, or spruced up for a night on the town...they fit right in.”

Roominess was touted at over seven feet long with almost nine feet available with the tailgate open. At almost five-feet wide, you could seat six in this compact wagon. The second seat folded down quickly for added space.

The rear window rolled down and the tailgate was counterbalanced. The spare tire was easily accessible.

The words used to describe its handling — “silky, quick, responsive, frisky, and downright fun to drive.” Along with versatility, there was variety with eight models to choose from.



Rangoon Red two-door model was the lowest-priced offering of the Falcon wagons..

WAGON STANDARD EQUIPMENT

- 85-hp Falcon Six engine
- Three-speed manual transmission
- Self-adjusting brakes
- Full-flow oil filter
- 36,000-mile fuel filter
- 36,000-mile or two-year coolant-antifreeze
- Fully aluminized muffler
- Galvanized main underbody members
- Bright-metal windshield, roof moldings
- Parallel action electric windshield wipers
- Two each: horns, sun visors, front arm rests
- Foam-cushioned seats, front and rear
- Color-keyed steering wheel
- Turn signals
- Fresh air heater-defroster
- Roll-down tailgate window
- Vinyl-coated rubber cargo mat

DELUXE TRIM FEATURES

- Deluxe body trim and side moldings
- Bright-metal side window frames
- Front fender ornaments
- Choice of four interior trims
- Arm rests and ash trays, front and rear
- Cigarette lighter
- Chrome horn ring
- Automatic dome light
- Color-keyed floor and cargo mats

BASIC WAGON SPECIFICATIONS

- Over-all length—189.0"
- Over-all width—70.6"
- Over-all height—54.9"
- Wheelbase-109.5"
- Curb weight (approx.)—two-door 2690 lb.
- four-Door 2727 lb.
- Cargo capacity 76.2 cu. ft.

WAGON COLOR SELECTIONS

Raven Black, Corinthian White, Rangoon Red, Castilian Gold, Glacier Blue, Viking Blue, Oxford Blue, Ming Green. Silver Moss, Sandshell Beige, Heritage Burgundy.

PRICING

- 2-Door Station Wagon (59A) \$2,298
- 4-Door Station Wagon (71A) \$2,341
- Deluxe 2-Door SW (59B) \$2,384
- Deluxe 4-Door SW (71A) \$2,427
- Squire 4-Door SW (71B) \$2,603
- Squire 4-Door SW Deluxe (71D) \$2,724



At the head of the Wagon line sat the Falcon Squire, shown here in Corinthian White.

Standard Wagon Interior was Steerhead vinyl. It was easy to clean and built to take abuse. Cargo area was protected with rugged vinyl-coated rubber.

Greater luxury was offered in the Falcon Squire with "rich, simulated hard-wood paneling on the sides and rear." In addition, there was color-keyed carpeting in the passenger area and color-keyed, vinyl-coated rubber decking in the back aft. Power tailgate windows were standard.

A totally different breed of wagon was available in the Falcon Deluxe Club Wagon. It tripled the cargo space of a compact wagon, while it was over three feet shorter than a regular station wagon. It was a "wagon with room for an army of small fry, a platoon of sportsmen or a garageful of gear."

Three models were offered: the Station Bus, the Club Wagon and the Deluxe Club Wagon. Their capacity, usability, and totability were king-sized. They were advertised as plenty peppy, too with 101-hp Six standard on the Deluxe and 85-hp Six on others—"even the ladies find them simple and fun to whisk in and out of traffic."

SQUIRE STANDARD EQUIPMENT

Distinctive simulated wood paneling on body sides and rear
Power tailgate window
Color-keyed carpeting (passenger)
Deluxe Trim features

SQUIRE COLORS

Raven Black, Corinthian White, Rangoon Red, Castilian Gold, Glacier Blue, Viking Blue, Oxford Blue, Ming Green, Silver Moss, Sandshell Beige, Heritage Burgundy



Squire's optional bucket seat interior with center console were available in leather-grained vinyl in Black, Red, or Light Blue for only \$120.50.



Deluxe Interiors offered a choice of four trims—three all-vinyl and one fabric-and-vinyl. Floor coverings were color-keyed to upholstery for an added luxury touch.

With optional rear seats, these models would carry eight adults with room to spare. If you removed the rear seats, you could have a sleeping area for four or room for cargo. They were popular for outdoorsmen and camping conversion units were available from Ford Dealers.

DELUXE CLUB WAGON EQUIPMENT HIGHLIGHTS

101 hp 170 Special Six engine
Three-speed Synchro-Smooth manual transmission
Electric windshield wipers and windshield washer
Arm rests and Auxiliary side step
Two horns, dome lights
Outside mirror
Padded instrument panel with dual sun visors
Vinyl upholstery
Galvanized main underbody members

Club Wagon Colors

Deluxe Club Wagon: Viking Blue; **Station Bus and Club Wagon:** Raven Black, Corinthian White, Rangoon Red, Glacier Blue, Academy Blue, Caribbean Turquoise, Holly Green, Sandshell Beige, Driftwood.

SEDAN DELIVERY

The Falcon Sedan Delivery was built with quality for economy and efficiency. It was designed to haul small loads while being easy to handle in congested delivery areas. Powered with the standard Falcon economy 85-hp OHV Six, it had a full 76.2 cubic feet of loadspace that was accessible from the front seat and tailgate. The rear cargo opening is almost four feet wide at the floor and 27 inches high. The seven-foot-long steel and weather-sealed plywood floor with longitudinal steel strips provided easier loading.



Falcon Deluxe Club Wagon in Viking Blue with optional Camping Conversion Unit



The Club Wagon was an ideal vehicle for camps, scout troops, 4-H clubs or any other groups who like to travel together and in style.

RANCHERO

This Ranchero pickup was made for personal transportation to haul moderate loads. It had an 800-pound capacity with the comfort, style, and performance of the Falcon line of cars. And, driving a Falcon Ranchero was a pleasure—perfect for fishing, hunting, boating, camping, or just going to town. Gas economy was achieved with its 85-hp overhead valve Six. Features as 36,000-mile sealed-in major chassis lubrication, 6,000 miles between oil changes, self adjusting brakes, hydraulic valve lifters, and galvanized underbody protection were selling advantages.



The Falcon Ranchero's side loading height was only 39 inches from the ground, and level tailgate height is only 27 inches, making loading it easy. The sturdy six-foot-long, 4½-foot-wide, and 15½-inch-deep pickup box provided a total of 31½ cubic feet of usable space. Integral cab and pickup box was all-welded heavy-gauge steel, single-unit body-frame construction designed for maximum strength with minimum weight. Cab-wide rear window provided optimum rear driver visibility when backing up to loading platforms. Spare tire was located in the cab behind the seat for easy roll-out accessibility. A fully synchronized four-speed transmission was available, which permitted shifting into low gear without clashing gears while still moving forward. Its snug-fitting tailgate had a single latch handle for convenient one-hand operation. Sturdy support arms held the tailgate level and folded away when tailgate was shut.

ADDITIONAL INFORMATION

More detailed information on all of the 1963 Falcon models is available on our website at falconclub.com under the heading "Our Cars."

BLAST FROM THE PAST

2010 MID SOUTH REGIONAL SPRINGFIELD, MISSOURI

PHOTO CREDIT PHIL WARREN

Since there aren't any regionals to cover and people miss seeing their friends after a year of no shows, we continue this month and relive an old one. Here are some photos from Springfield, Missouri at the Mid South Regional held October 2010.







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Please see Facebook page, Monterey Bay
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FALCONS FOR SALE

1961 Ford Falcon four-door sedan, fully restored except for motor and transmission; it runs great. Six-cylinder, two-speed automatic. All metal is original except for hood. All parts are from Falcon suppliers. New radio has not been installed. This was my husband's car; I would like to sell, \$7,500. Contact Sandy Barker, 423-263-7404. This is a land line so no texting please, leave message. Etowah, TN. 210499



1963 Falcon Futura Convertible, 289 V-8 engine, fresh C4 transmission rebuilt Sprint options, disc front brakes, original bucket seats, new gas tank fuel pump, electronic ignition, four-barrel Edelbrock carb, new top, 14" Crager five-lug wheels. Raven Black with red interior. \$15,000. Farrell Woods, 801-791-0764. Leave message. UT. 210499



PARTS FOR SALE

Seven-inch power brake booster for 1964-65 Falcons. New in box, #PB7007 Premier Brake component, \$100 plus shipping. One pair of NOS rear shock absorbers, part #C1DZ 18125-G, new, never used in original box, \$75 plus shipping for the pair. Pitman arm 1963-65 M/S one-inch sector shaft rebuilt, \$125 plus shipping. Call Ken, 586-322-6236 any time in the eastern time zone. 210503

Used Performance Radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$110; Ring and Pinion gear set for 8.7 Ford rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch & Lincoln Versailles, \$135. Photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping; thank you. Chris Parsons, indeoconfidimus@gmail.com, NJ. 210523

Parting '60-'65 Falcons. 13 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143, WA. Thanx for driving a Falcon! 210518



T-10 transmission from 1964 Comet Caliente with shifter linkage, pressure plate and clutch disc. Works perfectly but just installed a Tremec T-5 so it's got to go, \$900. I could bring it to the Nationals if that would help. Call Ric Gregory, 713-868-1061 or email me at rgregory@BDS-Hou.com. Houston, Texas 77008. 210519

Bucket Seats, \$650; seat covers for two door Sedan Falcon/ Comet (new) white front and back , \$225; Fiberglass transmission tunnel, hump, \$50. 390 cu. in. motor/automatic transmission out of 1966 (California) Galaxie, \$550. 390 cu. in. motor/automatic transmission out of 1967 Ford Country Squire, \$850. 289 motor, \$230. C5AE-6015E 7A9 260 motor out of a 1963 SPRINT, \$325. 289 Block and crank, C6AE-6015C 4G8, \$100. Falcon six-cylinder rear, \$100. Falcon three-speed transmission, \$100. Mustang six-cylinder three-speed transmission, \$100. Trunk lids, \$30; fenders, \$75; hood, \$75. 289 motor out of 1965 Futura, C5AE-6015E 5F28, \$325. 302 motor, \$200. Five-lug 13" wheels, \$45. 260 V-8 out of 1965 Sprint, C4OE-6015B 2J8, \$325. I have other '62, '63, '64, and '65 trim, rear seats, motors, glass, auto transmissions and other parts—too much to list! Call Stanley before 9:00 PM, 978-355-4086. MA. 210408

If you are looking for parts for 1960–65 Falcons, give me a call. I have many parts including hoods, doors, fenders, chrome, tail lights, window cranks, a very good grille for a 1965 Mercury Caliente. I also have a tailgate for Comet with chrome, and for Ranchero and stations wagons. Bob, 806-683-3550. TX. 210399

The following are from an original '64 Fairlane 260, good used condition: Autolite 2100 1.01 C4OF-AK carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block \$85. Four-blade radiator fan, C2OA-8600-B, 17½" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, \$55. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping; Thank you. Chris Parsons, indeoconfidimus@gmail.com, NJ. 210523

1960–65 Falcon and Comet radios, good looking, tested and working, \$150–\$250 each. 1960–66 Falcon seatbelts, OEM and period aftermarket, many colors/condition levels; getting hard to find, \$60–\$300 per set. Four-lug 14" wheels, \$60 each, set of five, \$275. Four-lug 13" wheels \$25 each, or five for \$110. Five-lug 13" wheels, \$60 each or five for \$275. Five-lug 14" wheels \$65 each, set of five for \$280. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition, \$175–\$550 set of four. 14" wire hubcaps, (large spinners): #4 driver quality to #1 top condition \$175–\$550, set of four. 1960–67 Falcon station wagon tailgate cranks, driver quality to NOS, w/keys, working, \$225–\$500 each. 1960–61 grilles: driver quality to NOS, \$75–\$350. Dagenham four-speed bellhousing/clutch fork, \$75; Complete working Dagenham four-speed w/shifter \$750. T-10 four-speed, complete and working, buildable, narrow pattern \$495, with complete shifter and trans. mount, \$695, with pedals, four-speed column, bellhousing, starter and clutch, \$1195. 1964 five-bolt C-4 complete w/starter, dust covers, torque converter and Falcon tailshaft housing; came for a 80K mile car, \$495. NOS 1965 grille, headlight doors and emblem, \$1965. 1964–65 NOS remote control mirror w/matching NOS right side mirror, \$495. "Driver" Quality Grills: 1962, 1964–66, +1968–70, \$100–\$300 depending on condition. 1960–61 Comet dash clusters, nice condition, (2) to choose from, \$225 ea.; 1962–63 Comet gauge cluster, "driver" chrome \$150. 1966–'70 NOS cigarette lighter elements (4), \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranchero only), \$100–\$300 each, three tailgates, \$200–\$500 each, stick shift pedal assemblies. \$250, three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150–\$300, '66 Ranchero rear bumper brackets, \$125 a pair; cowl grill covers, \$75 ea.; '66 Ranchero bed trim, two complete sets, one drilled for bed cover/one stock, \$350–\$500. Lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc. '68-70 LR taillight surround, excellent used condition, \$95.

'68-'70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood, \$300; speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Call or email Lenny Kellogg at lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 210521

Ford intakes C6AE-9425-H police interceptor, excellent shape with two brass fittings, \$800. C7 P.I., \$700. Used set FE adjustable rocker arms, \$225. New in box Edelbrock 351 Windsor performer, \$250. Edelbrock X6 F.E. cross ram with partial linkage, \$1,500. Faria 8000 rpm tach. Aug 1965 date code, \$275. Other Falcon and Ford parts. John Simone, 413-336-5307, Easthampton, MA 01027 210499

PARTS WANTED

Looking for the plastic dash bezels (all four pieces of them) for a 1964 Falcon Sprint. Roger Davis, 302-423-2199. DE. 210599

Fiberglass tonneau cover for 1964-65 Ranchero. Any color, with or without hardware. Tom Smith 626-372-0150 or tsmithbonterra@gmail.com. 210320

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- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. May 10 is the deadline for the June issue. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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2021 Falcon Nationals
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July 7-10, 2021

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

MAY 2021



May 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 MAY DAY
2	3	4 STAR WARS DAY	5 CINCO DE MAYO	6	7	8
9 MOTHER'S DAY	10	11	12 NATIONAL APPLE PIE DAY	13	14	15 ARMED FORCES DAY
16	17	18	19	20	21	22
23 VICTORIA DAY	24	25	26	27	28	29
30 INDY 500	31 MEMORIAL DAY					